

eCP External Requirements Template

(pe_5_02b_External_Requirements_Template, Version 1.0, 01/28/02)

External Requirements Template

The External Requirements Template (Table 1) defines the information regarding a requirement being proposed by an external agency to Customs (e.g., the TSN or a PGA). The RDP is initiated when a completed template is submitted to either the SRD Lead or the RSS Lead. The Owner or Analyst assigned by the Lead is responsible for converting (and completing) the information on the External Requirements Template to that required on the Requirements Template, for entry into RTM.

Table 1 External Requirements Template

Category	Field	Definition	Corresponding Field on Requirement Template
External	Date	Date on which the requirement was submitted to Customs May 10, 2002 Revised June 10	
	Number	Secure Expedited Release Requirement ENT-023	
	Requestor	Source organization TSN Entry Committee	
	Originator	Art Litman Tom Anastasi Trade co-chair Entry Trade co-chair Release	
	Requirement	See Attached text for requirement.	
	Business Need	To be able to pre-file electronically all required release information so that, upon arrival of the cargo at the border, release can occur immediately. In a truck environment, Secure Expedited Release equates to release at the primary booth. In an ocean environment, Secure Expedited Release equates to the release occurring when the vessel arrives with the port	

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		<p>limits. In an air environment, Secure Expedited Release equates to release when the aircraft touches down in the port of arrival. For rail, Secure Expedited Release would occur when the rail car crosses the border. For vessel, air and rail, all required release information would be pre-filed electronically before the arrival of the goods.</p> <p>To be able to release cargo on minimal data, (ENT-001) minimal data consists of the information needed to answer the following three questions: (1) Does Customs have the information needed to determine admissibility? (2) Does Customs have the information to be able to determine whether a shipment should be examined? (3) Who is responsible for completion of the entry summary and the payment of duties? To facilitate minimal data requirements at release, ACE should allow for a variable number of data elements to reflect a variety of circumstances. In some cases, all release data fields will be required; in other cases a subset of data fields. The importer should always have the option of reporting summary data at time of release. ACE should also provide for pre-registration of data in an account profile. For specifics, see ENT-002 requirement. ACE should provide the ability for the importer to continually update the data. In addition, ACE should provide a means for Customs to communicate with filers about missing or deficient data elements. In addition, if there are other reasons why the importer does not qualify to file for release on minimal data, the importer should receive an electronic communication to this effect.</p>	
	Technical Need	Same as business need stated above.	
	Benefits	<p>Expedite the clearance of legitimate cargo.</p> <p>Reduction in business cycle times and reliability of supply chain will create increased business efficiencies and reduction in costs to both businesses and consumers.</p> <p>Reduced risk of business and government system overload.</p> <p>Reduced frequency of transmissions and volume</p>	

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		<p>of data transmitted by filers and processed by Customs.</p> <p>“Go Fast” lane mentioned by Commissioner Bonner.</p> <p>Better allocation of Customs and PGA resources.</p> <p>Allows Customs and PGA to focus on non-compliant cargo, conveyance and crew.</p>	
	Risks	<p>Backups at the borders if legitimate cargo is not released quickly.</p> <p>Assembly line shut down because of just in time operations by importers.</p> <p>Adverse impact on the economy.</p> <p>Ports will be less secure if Customs and PGA resources are not used to focus on non-compliant cargo, conveyance and crew.</p>	
	Related Organizations	Brokers, importers, carriers, NVOCCs, and PGAs	
	Priority	High – The whole Customs process starts with release.	
	Customs Approval	State of the requirement (provided by the eCP)	State

1. TSN Release Subcommittee

Subcommittee High-Level Recommendations for Requirements

May 10, 2002

Revised on June 10, 2002. See changes in bold for vessel, air and rail modes.

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The overall objective for the trade with respect to release is to have information pre-filed electronically so that upon arrival, release can occur immediately.

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1. ACE should continue to support all current release mechanisms. The various release mechanisms should allow data to be submitted in existing formats and new data formats.

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2. For truck, Secure Expedited Release data elements are segregated into 2 categories:

- a. Cargo Data Elements
 - b. Carrier Data Elements (includes Conveyance and Crew)
3. Prerequisites for filing
 - ACE should accept options for filing both data sets either fully electronic or via a combination of electronic and paper. There are three options for submitting these data elements.
 - a. Paper/Manual/Mechanical - (Paper/Manual/Mechanical includes paper documents as well as driver verbally declaring citizenship, biometrics, card reader, etc.)
 - b. Electronic - (electronic includes data transmission or radio frequency device)
 - c. Combination
4. The maximum universe of data elements required for release should be only what is currently required on the CF 3461 and the manifest. In the case of land border, the requirements are those on the CF 3461 Alt and the manifest. This requirement and those from the Multi-modal Manifest Committee need may need to be synchronized to ensure release from the manifest.
5. Every data element should have a clear business justification of why it is needed. Beyond that, data elements should be ranked for those that can be accommodated in the Account structure (profile) or defaulted.
6. Customs should encourage (provide benefits for) information to be submitted electronically, prior to arrival. Recommended benefits should include but not be limited to the following: 1) “Go Fast” lane mentioned by Commissioner Bonner 2) Minimal data requirement at time of release unless otherwise required by Customs or PGAs 3) Expedited release for pre-registration of data in account profile and etc. See business needs and benefits for additional recommendations.
7. Any type of Customs Business should qualify for release at primary. The current system limitations should be removed. For an LTL shipment, ACE should be able to release all cargo at primary, regardless of whether the individual shipment is AD/CVD, uses C4 codes, is in-bond or is pre-filed, and etc. The trade wants to be able to mix and match shipments and have the entire truck cleared at primary.
8. Secure Expedited Release should be used to the greatest extent possible. For truck shipments, Secure Expedited Release equates to release at the primary booth.
9. There should be four levels of Secure Expedited Release in a truck environment. These apply to both the Northern and Southern border. Where facilities permit, Secure Expedited Release shipments should be moved to the front of the line or have a separate lane.

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- a. Secure Expedited Release – (ITDS Pilot)
 - Electronic cargo, conveyance and crew submitted prior to arrival
 - Risk assessment performed prior to arrival at the border
 - Release occurs at primary unless risk assessment requires a move through primary area to secondary inspection area.
 - Transponders and other technology are used to report the arrival of specific shipments at the border crossing point and to access pre-filed cargo, conveyance and driver/crew data.
- b. Secure Expedited Release Plus - Current NCAP/P
 - Reduced cargo, conveyance and crew data are reported electronically prior to arrival.
 - Reduced data is a result of pre-filing data in account management program
 - Risk assessment occurs when account data is submitted and when specific shipment data is submitted prior to arrival.
 - Release occurs at primary unless additional review is required in which case cargo moves through primary area to secondary inspection area.
 - Transponder technology is used.
- c. Secure Semi-Expedited – Current PAPS
 - Some electronic data is transmitted prior to arrival but paper processing is also needed. Example, cargo data is transmitted but driver must stop to present manifest and declare citizenship.
 - Barcodes for five or fewer shipments should be used.
 - Risk assessment occurs prior to arrival at border for cargo.
 - Driver or crew information could be obtained through the use of card reader technology. Shipments requiring additional review would be moved through the primary inspection area to the secondary inspection area.
 - Conveyance and Driver/Crew data would still be reported on a paper manifest or by the driver/crew using a card reader technology or verbally declaring citizens, etc.
 - Transponders and other technology should be used to report the arrival of specific shipments at the border crossing point.
- d. Secure Partially Expedited – Current BRASS
 - Data is provided via paper/manual/mechanical data but the shipment is processed at primary because designated goods have been pre-approved by Customs before arrival.
 - Risk assessment occurs prior to arrival at border for cargo.
 - Barcode labels would be used for cargo and card reader technology would be used for driver and crew or driver could verbally declare citizenship.

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- Shipments requiring additional review would be moved through the primary inspection area to the secondary inspection area.
 - Two dimensional bar codes needed to clear primary when multiple C4 codes exist for the shipment.
10. Secure Expedited Release for sea is defined as receiving release based on the filing of electronic data prior to the arrival of goods within the port limits. Release would occur when the vessel arrives within the port limits. **Notification to trade would occur within the current five-day window (four days prior to arrival at the first US port).**
11. Secure Expedited Release for air is defined as receiving release based on the filing of electronic data prior to the arrival of goods. Release would occur when the aircraft touches down at the first port of arrival. . **Notification to trade would occur anytime between wheels up and the time the aircraft touches down at the first port of arrival.**
12. Secure Expedited Release for rail is defined as receiving release based on the filing of electronic data prior to the arrival of goods. Release would occur when the rail car crosses the border. **Notification to trade would occur one hour prior to arrival at the first US port.**
13. Non-expedited shipments require the goods, conveyance and driver to be sent to secondary for processing and ultimately release of the cargo and conveyance (current CF 3461Alt as is processed through BCS).
14. To the extent that unobtrusive high cycle, security screening systems are utilized by Customs, they should be used in a manner to allow release at primary for all importers who qualify for expedited release at primary, i.e., trucks move continuously through booth and screening at same cycle rate. For sea, rail and air, when similar expedited screening is used, movement of cargo from constructive Customs custody should not be unduly delayed. In both cases, when the technology allows for it, mandatory security screening should not necessitate an offline (e.g., secondary) process.
15. For importers who wish to certify for release from the entry summary, errors on the summary not related to release, should not adversely impact expedited release.
16. ACE must establish systemic redundancies to ensure processing is available on a 24/7 basis. Cargo is moving on a 24/7 365 day per year time frame. It is imperative to have the system available to facilitate the release of the cargo. Response time must be within seconds of electronic notification that the cargo has arrived.